MIHP No. PG: 79-70
Bridge No. 16009
MD725 over Federal Spring Branch
Upper Marlboro
Prince George's County, MD
1928
Public Access

Capsule Summary

Bridge 16009 is a small single-span, concrete beam bridge built in 1928 that carries MD 725 over Federal Spring Branch (Old Marlboro Pike) in eastern Prince George's County. Federal Spring Branch flows southwesterly and meets the northwest-southeast running MD 725 in the town of Upper Marlboro. The bridge carries two lanes of vehicular traffic, one in each direction across its 37-foot span. Parapet railings frame the 24 foot wide clear roadway. The bridge spans Federal Spring Branch with a vertical clearance of approximately 2 feet. The concrete parapets feature exposed concrete aggregate and simple rectilinear panel detailing common to Maryland's small concrete bridges from the 1920s and 1930s. Concrete abutments and wing walls support the bridge superstructure. Recent, W-beam guardrails protect the bridge approaches. The State Highway Administration (SHA) has repaired and altered the bridge over the years. SHA repaired the concrete parapets with pneumatically applied mortar in 1990. The roadway is paved with asphalt and guardrails were added at the approaches. The bridge is in fair to deteriorated condition. It is structurally deficient and does not provide adequate vehicular or pedestrian service. The SHA plans to replace the bridge in 2010.

Bridge No. 16009 (PG: 79-70), the MD 725 bridge over Federal Spring Branch (Old Marlboro Pike) is a representative example of ca. 1920s concrete beam bridges built by the Maryland State Roads Commission (SRC). Determined eligible for the National Register of Historic Place in 2001, the bridge holds significance in the areas of state and local transportation in the year of its construction, 1928. The bridge is characteristic of broad trends of Maryland's transportation history because of its association with the State Roads Commission's (SRC) mid-1920s bridge improvement efforts. Concrete beam bridges, like Bridge No. 16009, were among the most common types constructed in the period. Bridge No. 16009 is located on one of the oldest roadways in one of the county's oldest towns and its location is likely the site of many earlier bridges. Residential and commercial development near the bridge reflects town growth from ca. 1920 to the present. Traffic on this segment of MD 725 is primarily local since the completion of neighboring MD 4, thus allowing the small bridge to remain in service to the present date. However, the bridge is deteriorated and does not provide adequate width for safe vehicular crossing or any pedestrian crossing. The State Highway Administration is providing this Maryland Inventory of Historic Properties (MIHP) documentation to meet the 2008 Memorandum of Agreement (MOA) requirements to allow for the bridge's replacement.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. PG: 79-70

1. Name of Property (indicate preferred name)

historic	Bridge No. 16009
other	MD 725 over Federal Spring Branch

2. Location

street and number	MD 725 (Old Marlboro Pike) @ Federal Spring Branch	__ not for publication
city, town	Upper Marlboro	__ vicinity
county	Prince George's	

3. Owner of Property (give names and mailing addresses of all owners)

name	Maryland State Highway Administration				
street and number	707 N. Calvert Street			telephone	410-545-8540
city, town	Baltimore	state	MD	zip code	21202

4. Location of Legal Description

courthouse, registry of deeds, etc.	Prince George's County Courthouse			liber	folio
city, town	Upper Marlboro	tax map	tax parcel		tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
__X__ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
_____district
_____building(s)
__X__structure
_____site
_____object

Ownership
__X__public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
__X__transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Number of Contributing Resources previously listed in the Inventory
1

7. Description

Inventory No. PG: 79-70

Condition

___ excellent	___ deteriorated
___ good	___ ruins
X fair	X altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Description Summary

Bridge No. 16009 is a small single-span, concrete beam bridge built in 1928 that carries MD 725 (Old Marlboro Pike) over Federal Spring Branch in eastern Prince George's County. Federal Spring Branch flows southwesterly and meets the northwest-southeast running MD 725 in the town of Upper Marlboro. The bridge carries two lanes of vehicular traffic, one in each direction, across its 37-foot span. Parapet railings enframe the 24-foot wide clear roadway. The bridge spans Federal Spring Branch with a vertical clearance of approximately 2 feet. The concrete parapets feature exposed concrete aggregate and simple rectilinear panel detailing common to Maryland's small concrete bridges from the 1920s and 1930s. Concrete abutments and wing walls support the bridge superstructure. Recent, W-beam guardrails protect the bridge approaches. The State Highway Administration (SHA) has repaired and altered the bridge over the years. SHA repaired the concrete parapets with pneumatically applied mortar in 1990. The roadway is paved with asphalt and guardrails were added at the approaches. The bridge is in fair to deteriorated condition. It is structurally deficient and does not provide adequate vehicular or pedestrian service. The SHA plans to replace the bridge in 2010.

Description

Bridge No. 16009 is a single-span concrete beam bridge, built in 1928, that carries MD 725 (Old Marlboro Pike) over Federal Spring Branch. The bridge runs northwest-southeast and carries two lanes of vehicular traffic, one in each direction. No pedestrian sidewalks are present.

Bridge No. 16009 is located in eastern Prince George's County, just west of Upper Marlboro's town center. The surrounding area is characterized by ca. 1920's to recent housing development and late 20th century crossroads commercial development. Late 20th century housing is located east of the bridge, as is the Traband House (PG: 78-21/NR 788). The Old Marlboro Pike Survey District (PG: 79-84), a group of five ca. 1920s houses, and a recent strip shopping center is located west of the bridge.

Bridge No. 16009 is approximately 37 feet long and the existing typical section consists of two 11-foot travel lanes, two 1-foot 4-inch shoulders and two 1-foot parapets for a total out to out width of 26-feet 8-inches. The deck has been surfaced with blacktop.
The bridge spans the Federal Spring Branch with a vertical clearance of approximately 2 feet.
Concrete beam bridges are among the most common 20th century bridge types in Maryland and were widely used through the early 20th century when the State Roads Commission developed a series of standard bridge plans. The substructure of Bridge No. 16009 consists of concrete girders and concrete beams, topped by a concrete deck, and supported by concrete abutments and wing walls. The concrete substructure is devoid of ornamentation.

Bridge No. 16009 retains its original parapet walls. The parapet has a simple rectilinear form defined by a base, cap, and end panels that enframe a long rectangular center panel ornamented with incised decoration displaying an alternating pattern of rectangles and squares. The concrete parapet exhibits the exposed aggregate and warm tan concrete color common to early 20th century concrete work, which has a subtle Arts and Crafts style influence.

Bridge No. 16009 is largely intact, with minor alterations, and is in fair condition. The bridge has been altered through the addition of aluminum W-channel guardrails at the bridge approaches. Guardrails are through-bolted to the parapet walls. In 1990, SHA repaired the concrete with pneumatically applied mortar. The bridge deck has been resurfaced in asphalt. The bridge's concrete substructure and parapet walls are deteriorated. The concrete displays cracking, spalling, and efflorescence. The bridge is structurally deficient for current traffic levels and does not provide safe passage for vehicles or pedestrians. SHA has scheduled the bridge for replacement in 2010. The current documentation was prepared in partial fulfillment of stipulations of a Memorandum of Agreement between the Federal Highway Administration, the Maryland State Highway Administration, and the Maryland Historical Trust to mitigate the demolition of Bridge No. 16009.

8. Significance

Inventory No. PG: 79-70

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1928 **Architect/Builder** Jarboe-Haughton (builder)

Construction dates 1928

Evaluation for:

__X__ National Register __X__ Maryland Register _____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

Bridge No. 16009 (PG: 79-70), the MD 725 bridge over Federal Spring Branch (Old Marlboro Pike) is a representative example of ca. 1920s concrete beam bridges built by the Maryland State Roads Commission (SRC). Determined eligible for the National Register of Historic Place in 2001, the bridge holds significance in the areas of state and local transportation in the year of its construction, 1928. The bridge is characteristic of broad trends of Maryland's transportation history because of its association with the State Roads Commission's (SRC) mid-1920s bridge improvement efforts.

Bridge No. 16009 is located on one of the oldest roadways in one of the county's oldest towns and its location is likely the site of many earlier bridges. As the county seat, Upper Marlboro has grown steadily over the past three centuries. Residential and commercial development near the bridge reflects town growth from ca. 1920 to the present.

The Good Roads Movement, which began in the 1890s, spurred improvements in Maryland's roads in the early 20th century, including present-day MD 725. The 1911 Report of the State Roads Commission states that the roadway from Forestville to Upper Marlboro, which includes the location of Bridge No. 16009, was one of the first two contracts completed in Prince George's County for the period. Automobile ownership and driving mushroomed in Maryland during the post-World War I decade and the State undertook a comprehensive program of bridge replacement and reconstruction in the 1920s and 1930s to meet increasing demand. Concrete beam bridges, like Bridge No. 16009, were among the most common types constructed in the period.

Traffic on this segment of MD 725 is primarily local since the completion of neighboring MD 4, thus allowing the small bridge to remain in service to the present date. However, the bridge is deteriorated and does not provide adequate width for safe vehicular crossing or any pedestrian crossing. The State Highway Administration is providing this Maryland Inventory of Historic Properties (MIHP) documentation to meet the 2008 Memorandum of Agreement (MOA) requirements to allow for the bridge's replacement.

MD 725 and Upper Marlboro

Bridge No. 16009 is located along MD 725 (Old Marlboro Pike) at the Upper Marlboro town limits in Prince George's County, which is one of the county's oldest roadways leading into one of the county's oldest towns. One of the Prince George's County's original eight towns established between 1683 and 1742, the Town of Marlborough (now Upper Marlboro) was established in 1706 by the Act of for the Advancement of Trade and Erecting Ports and Towns. Upper Marlboro originally functioned as the tobacco port on the Western Branch of the Patuxent River. Maryland's transportation system was largely water-based in the 17th and early 18th centuries and each of the original towns was located on a primary waterway to serve as a commercial port. Tobacco was the backbone of Prince George's economy during this period and most of the these towns became tobacco inspection stations where the agricultural commodity was traded and shipped. By 1721, the county seat had moved to this location and acted as the commercial, political, and social center of Prince George's County through the early 20th century. Although the tobacco economy and water-based transportation

systems ended in Prince George's county by the early 20th century, Upper Marlboro remains the judicial and legislative center of the county. The population within the confined city limits remains similar to the mid-20th century at approx. 700. However, greater Upper Marlboro, like most of Prince George's County, is now a Washington D.C. commuter suburb and its population has ballooned to approximately 20,000.

MD 725 and the Good Roads Movement

The historic context for the Good Roads Movement and Maryland bridges was taken from Maryland Inventory of Historic Properties form PG: 71-38 Bridge No. 16017 (MD 450 over CXS Railroad), which is also located in Prince George's county. This form was prepared for the Maryland State Highway Administration by R. Christopher Goodwin & Associates in 2005.

MD 725 travels through Upper Marlboro town center and the Federal Spring Branch forms the western Upper Marlboro town limits (see Attachment 7). While the earliest arteries of transportation in Prince George's County were the waterways, a network of roads began to be developed by the end of the 17th century. Overland connections provided access between the port towns, between the towns and the parish churches, and provided the planters with access to the towns (Pearl 1990-1991: p. 21). By 1739, Prince George's County featured more than 50 roads (P.A.C. Spero and Louis Berger 1995: 13). The Maryland General Assembly authorized he first improved highways in the county and incorporated road-building companies began construction in the early 19th century. The first turnpike in Prince George's County, incorporated in 1812, linked Baltimore and Washington, D.C. (Greene 1946:9; Pearl 2005:3). Marlboro Pike between Brown Station Road and Md. Route 223 dates from the early 18th century and was incorporated into the Washington-Marlborough Turnpike in 1868 (Pearl 1990-1991: p.23). The road appeared on Simon Martenet's 1861 *Map of Prince George's County, Maryland* and on G. M. Hopkins' 1878 *Atlas of Prince George's County, Maryland* (see Attachments 5 & 6).

Through the late-19th century, roads throughout the United States, including Maryland, were little more than dirt tracks (see Attachment 4). Farmers and their families began a Good Roads Movement in the 1890s to spur road improvements for the purpose of better product transportation and social networks. Bicyclists soon joined the farmers in their efforts. In 1898, the Maryland Road League, established at the end of the 19th century to promote good roads and bridges, influenced the Maryland General Assembly to authorize the Maryland Geological Survey Commission, founded in 1896, to undertake a study of road construction. This legislation created the Highway Division of the Maryland Geological Survey. The road study, known as the *Report of the Highways of Maryland*, was published in December 1899. The investigation examined 17th and 18th century roads, as well as turnpikes built in the beginning of the 19th century (Maryland SRC 1958:39-42; Parsons 1997:2-8 to 2-9).

The Maryland Geological Survey undertook a campaign of Public education advocating the construction of good roads built of layers of rolled stone, referred to as macadam. This campaign influenced the majority of Maryland roads. In 1900, 13,118 miles of the total 14,483 miles of Maryland roads were dirt, resulting in mud during wet weather and dust during dry. The remainder of Maryland roads were surfaced with stone, gravel, or oyster shells (Maryland SRC 1958;39-41, 43-45). In 1904, the Maryland General Assembly passed the Shoemaker Act to supply state aid and supervision for building macadam roads. This act authorized $200,000 annually, with the stipulation that counties matched state funds and allowed the State to supervise road work (P.A.C. Spero and Louis Berger 1995:28).

Automobile traffic and population growth played major roles in road improvement in Prince George's County. Between 1910 and 1919, the number of motor vehicles registered in Maryland increased from 4,500 to 84,500 and by 1929, the number had grown to 320,081(Maryland SRC 1930:34). The number of county residents rose from 30,000 in 1900 to 60,000 by 1930 (Virta 2005:3). During the Good Roads Movement, Prince George's County kept pace with the rest of Maryland in constructing hard-surfaced roads (Green 1946:9). In 1930, the SRC calculated that Prince George's County had a land area of 482 square miles, which was 4% of the state. The counties population was 60,091, which was 3.7% of the population. Residents of the county had 14,204 cars, which was

4.5% of the state's vehicles. There were 723 miles of rural roads, which was 4.9% of the state's rural roads and 180.4 miles of State Roads, which was 5.6% of the State Roads (Maryland SRC 1930:47).

In 1909, the Maryland SRC developed a state roads system by selecting 1,300 miles of existing roads for improvement (P.A.C Spero and Louis Berger 1995:29). The adoption of this road system included present-day MD 725 in Prince George's County. Improvements to the state roads system began in 1910 (Maryland 1930:19-20, Plate 2). Between 1910 and 1911, the road from Forestville to Upper Marlboro, a distance of 5.76 miles, was paved in broken stone macadam at a width of 14'8" under contract 130, one of the first two in the county. The total cost of the construction project was $60,351, including $364 for surveys and plans, $6,079 for grading, $45,933 for surfacing, $4,858 for bridges and culverts, and $360 for inspection and superintendence (Maryland SRC 1912: 30-31). Initially laid in macadam, the roadway was coated in bitumen soon thereafter.

As noted by the SRC, roads initially laid in macadam began to show almost immediate wear and tear. The Chief Engineer concluded that "bituminous road work is a modern development for meeting both the actual needs under modern traffic and the desires of modern civilization for greater efficiency, comfort, satisfaction and better sanity conditions", because plain macadam was not smooth or durable enough for heavy auto traffic and gravel dust continued to be an issue (Maryland SRC 1912: 105). The SRC concluded that "it apparently has never been suggested that a remedy for this state of affairs is the abolition of the motor vehicle" but that "on the contrary, the increase in numbers and their development for all sorts of purposes seems to be inevitable and probably fortunate" (Maryland SRC 1912: 105). Thus, beginning ca. 1910, the SRC added a bituminous surface for new and rebuilt roads that were expected to have traffic counts of at least 20 autos per day under one of three methods: the mixing method, the penetration method, and the method of surface application after regular construction. The mixing method consisted of mixing the bituminous cement in with the wear layer at a plant off the roadway and then spread and rolled as the top coat of the roadway. The penetration method, which was the method the SRC most commonly adopted in the ca. 1910 period, consisted of applying a coat of pitch to the wear course prior to gritting, watering and rolling. The surface application method was conducted when traditional macadam was already laid, as it appears to have been at Upper Marlboro (see Attachment 8). In these cases, the macadam surface was cleaned and a layer of pitch was laid and then gritted, watered and rolled to increase durability (Maryland SRC 1912: 106-109).

Maryland Bridges and MD 725 over Federal Spring Branch

The Baltimore and Ohio (B&O) Railroad advanced bridge-building technology in Maryland between 1830 and 1900. Stone viaducts were first constructed, followed by metal truss bridges. Railroad bridge building resulted in training for civil engineers and subsequent advancements in technology. The Bollman metal truss bridges erected for the B&O Railroad eventually led to widespread adoption of Maryland metal truss bridges not only for railroads, but also for highway travel. Popular bridge designs for road crossings in the late 19th century included Pratt and Warren metal truss and metal plate girder bridges and wooden timber trestle bridges (P.A.C. Spero and Louis Berger 1995:22, 24).

The 1899 *Report on the Highways of Maryland* identified three types of Maryland highway bridges: wood, iron and stone. Although the majority of bridges were constructed of wood, short iron bridges rapidly replaced timber bridges for spans under 30 feet. The 1899 report also officially endorsed concrete for building bridges, the first endorsement of its kind for Maryland (P.A.C. Spero and Louis Berger: 1995:26).

Automobile and truck traffic spurred improvement for Maryland's roads and bridges in the early 20th century (P.A.C. Spero and Louis Berger: 1995:27). War-related traffic and deferred maintenance during World War I had damaged many roads and bridges. The State determined that most roads and bridges were too narrow and insubstantial in the post-WWI years. In the 1920s and 1930s, the Maryland SRC undertook a program of bridge replacement and reconstruction and a SRC was formed in 1920 to supervise this

program. Replacing narrow and dangerous one-way wooden bridges was a priority (Parsons 1997:2-12). In 1927, a procedure for elimination railroad grade crossings along highways was developed (Maryland SRC 1930:68).

While standardized bridge plans were first introduced by railroads during the 19th century, such standardization was not applied to highways until the 20th century. In 1909, the Maryland SRC began drafting standardized bridge plans. The first such plans were issued in 1912, the same year that the SRC consolidated its construction and maintenance departments. Standardized plans continued to be issued in 1919, 1920, 1924, 1930, and 1933 for culverts and bridges with spans ranging from 6 feet to 42 feet. The U.S. Bureau of Public Roads, the American Association of State Highway Officials, and the American Society of Civil Engineers advocated standardization of bridge plans as a cost saving measure for county and municipal engineering departments (P.A.C. Spero and Louis Berger: 1995:32, 178). Bridge No. 16009, with its short span, straightforward crossing, and simple concrete beam construction methodology, is almost certainly built to a SRC standard plan.

Twenty-four-foot roadways were adopted as the standardized road width in Maryland in 1919. Bridge No. 16009 was built in 1928 and thus utilized the 24-foot standard roadway width. This width specification remained in effect until 1930, when it was increased to 27 feet. The final increase occurred in 1933, when the standardized road width was increased to 30 feet (P.A.C. Spero and Louis Berger: 1995:2180-181).

Bridge No. 16009 is a concrete beam bridge. Although the development of concrete construction technology and beam bridge construction technology both have their roots in ancient Roman building techniques, modern concrete bridge building was widely developed in the late 19th and early 20th centuries (P.A.C. Spero and Louis Berger: 1995:152, 165). The SRC further revised standardized plans issued in 1912-1915 in 1916-1919 to meet new wartime and truck shipping demands. By 1923, the SRC issued plans that further developed the beam technology used for girder spans utilizing a T-beam design in order to save materials. The 1924 standard plan incorporated girders and slabs that were poured as monolithic masses, T-beams with a reduced beam section, span designs in regular two-foot increments and a range of span lengths from 22 to 40 feet. Built in 1928, Bridge No. 16009 was likely built to a 1924 standard plan. While the SRC's Annual Report for 1930 does not describe Bridge No. 16009 specifically, it does appear on the "Map of Maryland showing Bridges and Grade Eliminations Built by the State Roads Commission 1910 to 1930" as a 40 to 200 Foot Span under the Bridges Rebuilt by The Commission category, confirming it association with the SRC's activities during this period.

Conclusion

As part of a statewide bridge inventory, Bridge No. 16009 was determined eligible for the National Register of Historic Places under Criterion C for the embodiment of distinctive characteristics of a type, period, or method of construction. Bridge 160009 is slated for demolition. This MIHP form was prepared to fulfill stipulations of the Memorandum of Agreement (MOA) between the Federal Highway Administration, the Maryland State Highway Administration and the Maryland Historical Trust to mitigate the effects of the project upon the historic property.

Bridge No. 16009 is a representative example of a common bridge type. Concrete beam bridges are widespread in Maryland: a 1995 survey identified 113 examples, 76 of which were single spans. Its simple concrete form with exposed aggregate and rectilinear panel ornamentation is illustrative of the form as built in 1920s and 1930s, when the type was widely employed.

Bridge No. 16009 retains integrity of Location, Design, Materials, Workmanship, Feeling, and Association, with some loss of integrity due to alterations and deterioration of materials. Alterations are limited to the addition of guardrails at the approaches, which are attached to the bridge with through bolts, and roadway resurfacing. The concrete is in fair to poor condition and displays spalling,

cracking, and effloresing. The integrity of setting has been lost through the surrounding construction of late 20th housing and commercial development and alterations to remaining early 20th houses.

9. Major Bibliographical References

Inventory No. PG: 79-70

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1912 *Report of the State Roads Commission of Maryland for the years 1909, 1910, and 1911.* Baltimore, Maryland.
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10. Geographical Data

Acreage of surveyed property	Less than 1 acre		
Acreage of historical setting	Less than 1 acre		
Quadrangle name	Upper Marlboro	Quadrangle scale:	1:24,000

Maryland Historical Trust
Maryland Inventory of Historic Properties Form

Inventory No. PG: 79-70

Name
Continuation Sheet

Number 9 Page 1

Verbal boundary description and justification

The boundary for Bridge no. 16009 is confined to the present MD 725 over Federal Spring Branch bridge, including right-of-way, bridge, and approaches.

11. Form Prepared by

name/title	Jennifer Goold, Architectural Historian		
organization	State Highway Administration	date	January 2010
street & number	707 N. Calvert Street	telephone	410-545-2899
city or town	Baltimore	state	MD

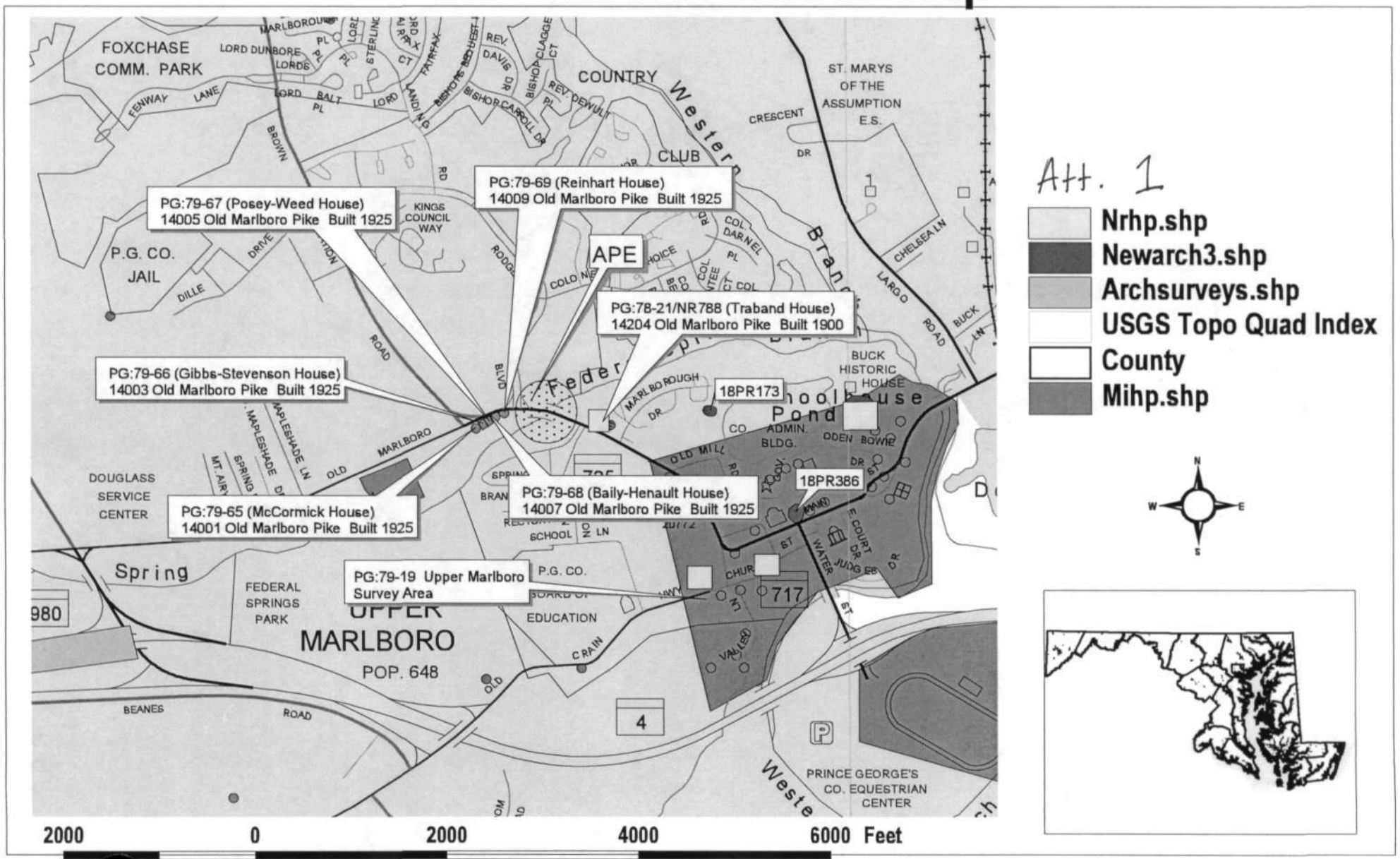
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

PG: 79-10

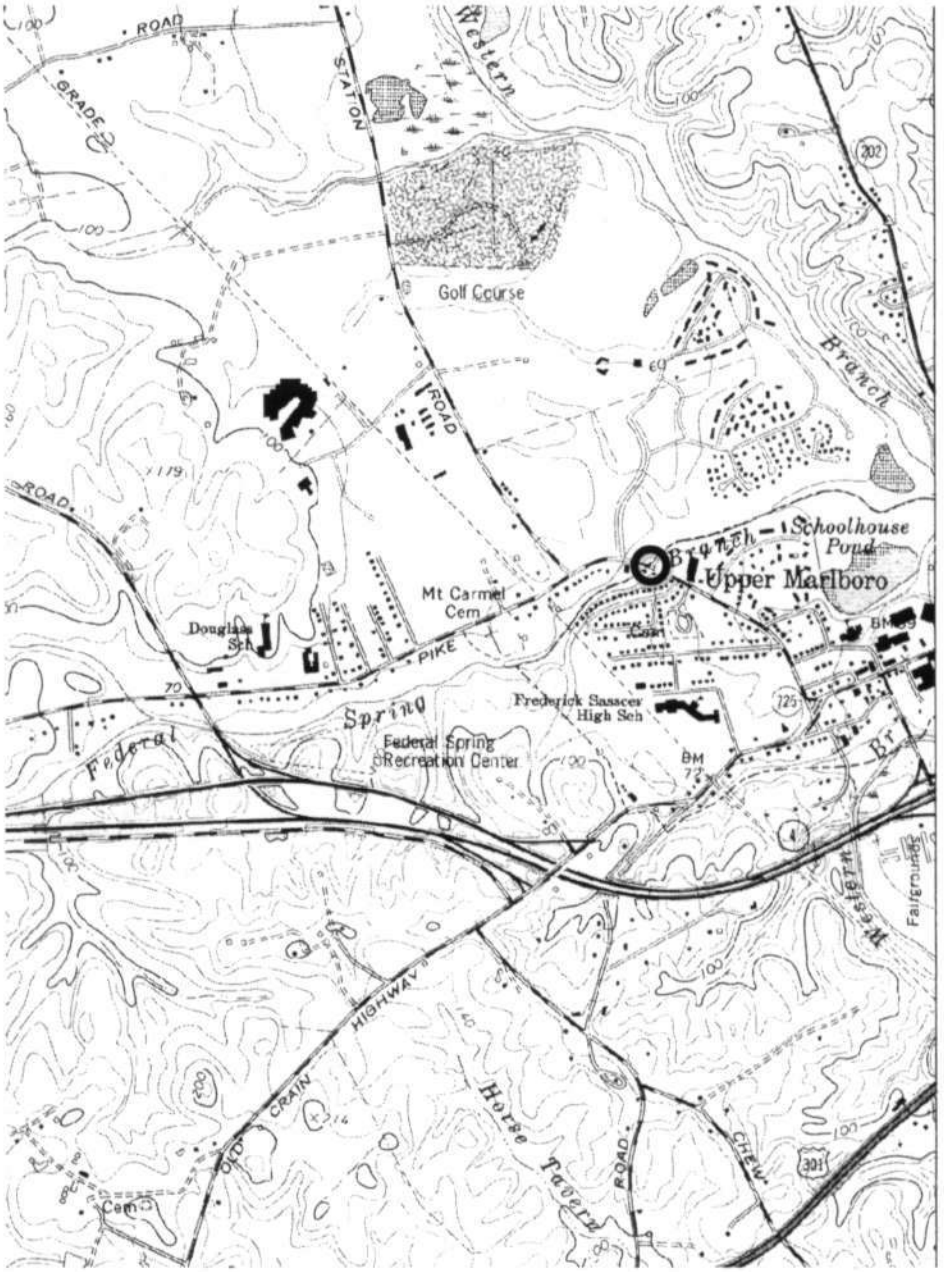
MD 725 over Federal Spring Branch
(Structure No. 16000901)
Cultural Resources Map



Att. 1

- Nrhp.shp
- Newarch3.shp
- Archsurveys.shp
- USGS Topo Quad Index
- County
- Mihp.shp

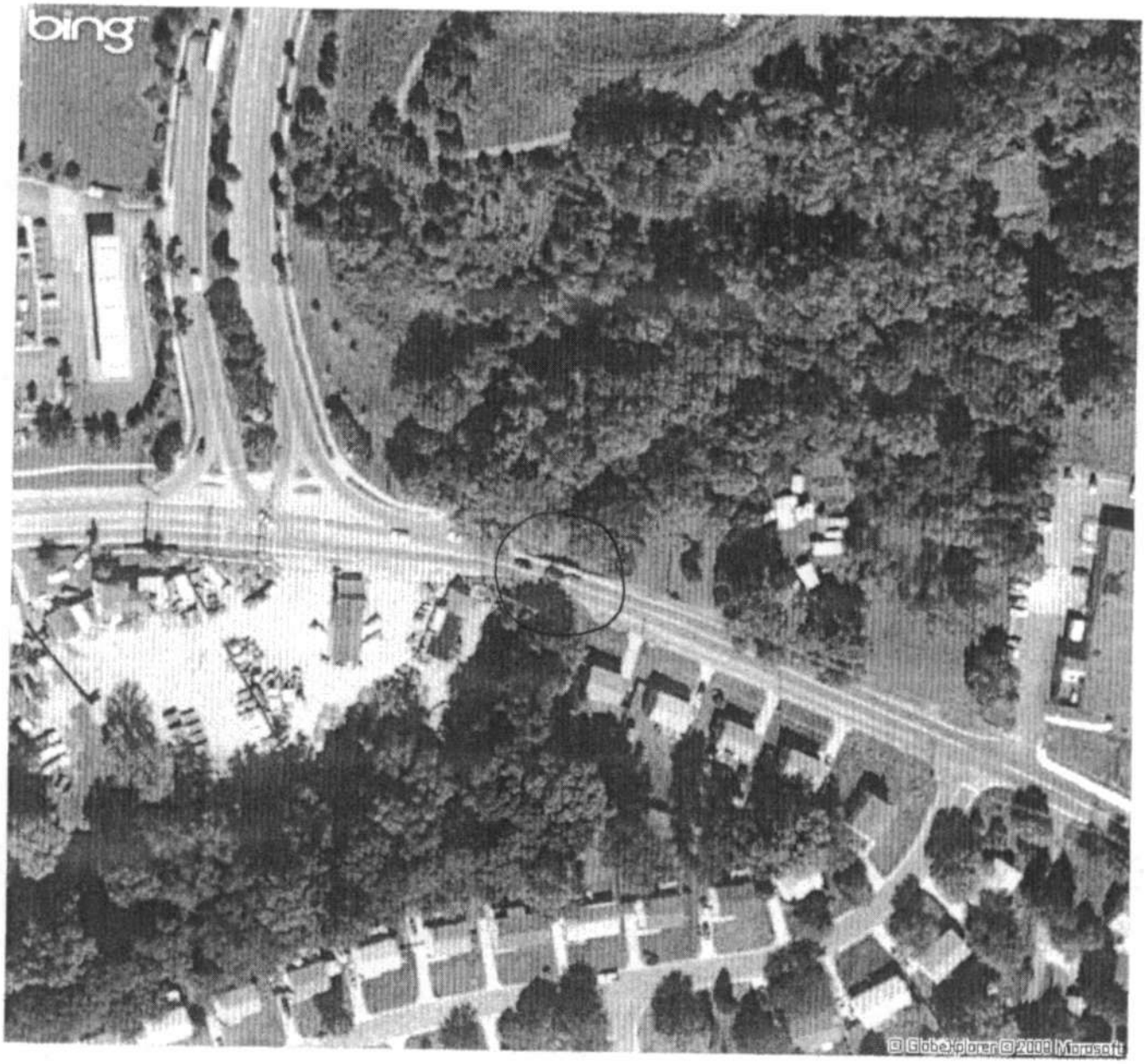
PG: 79-70



ATTACHMENT 2
MIHP no. PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch

Upper Marlboro, Prince George's County
January 2010
USGS, Upper Marlboro Quad, 1993

PG:79-70



ATTACHMENT 3	
MIHP no. PG: 79-70	Upper Marlboro, Prince George's County
Bridge No. 16009	January 2010
MD 725 over Federal Spring Branch	Aerial View

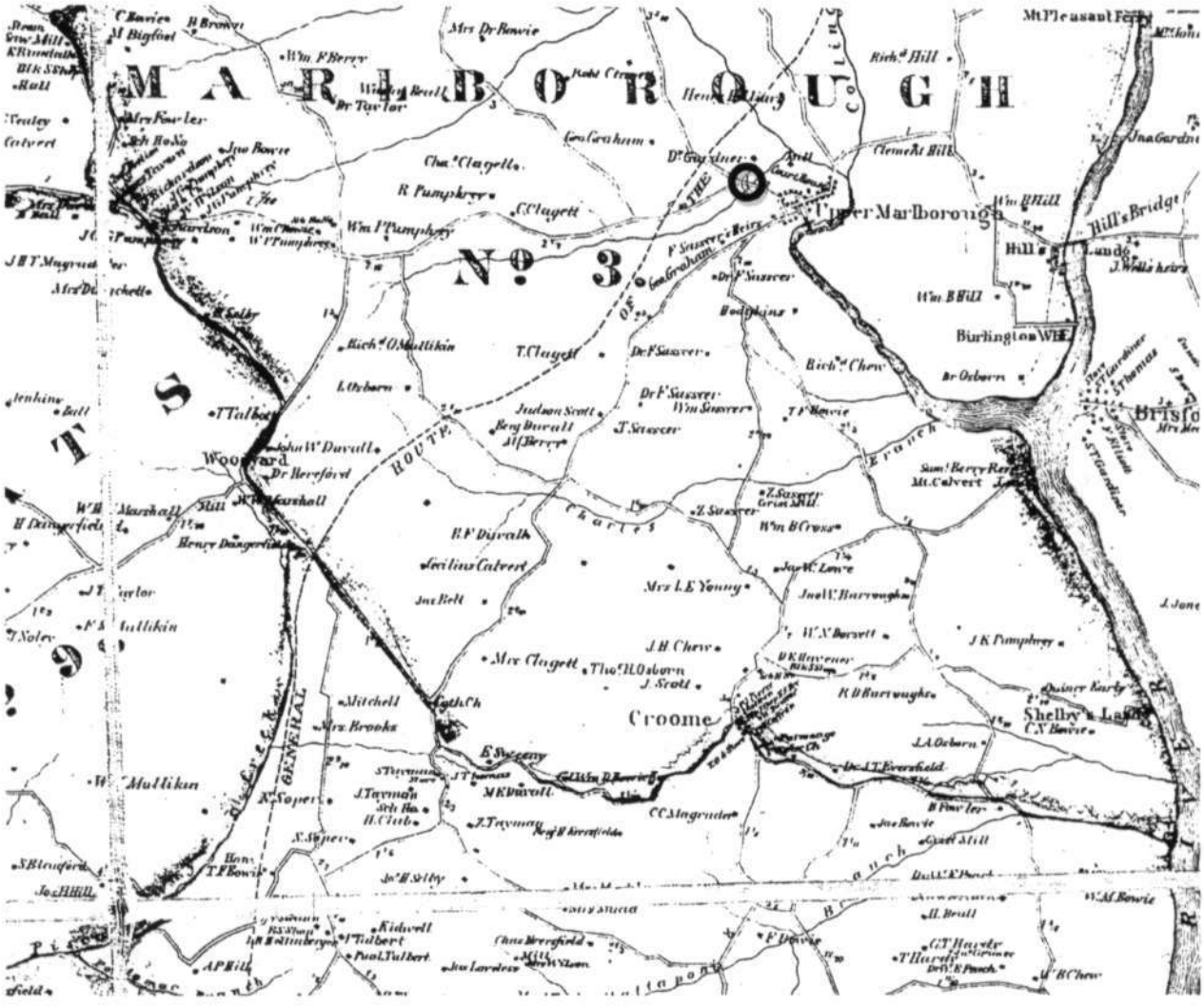
PG: 79-70

SHOWING THE CONDITION IN 1898 OF THE MARLBORO PIKE NEAR CAPITOL HEIGHTS

ATTACHMENT 4
MIHP no. PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch

Upper Marlboro, Prince George's County
January 2010
Maryland SRC, 1930

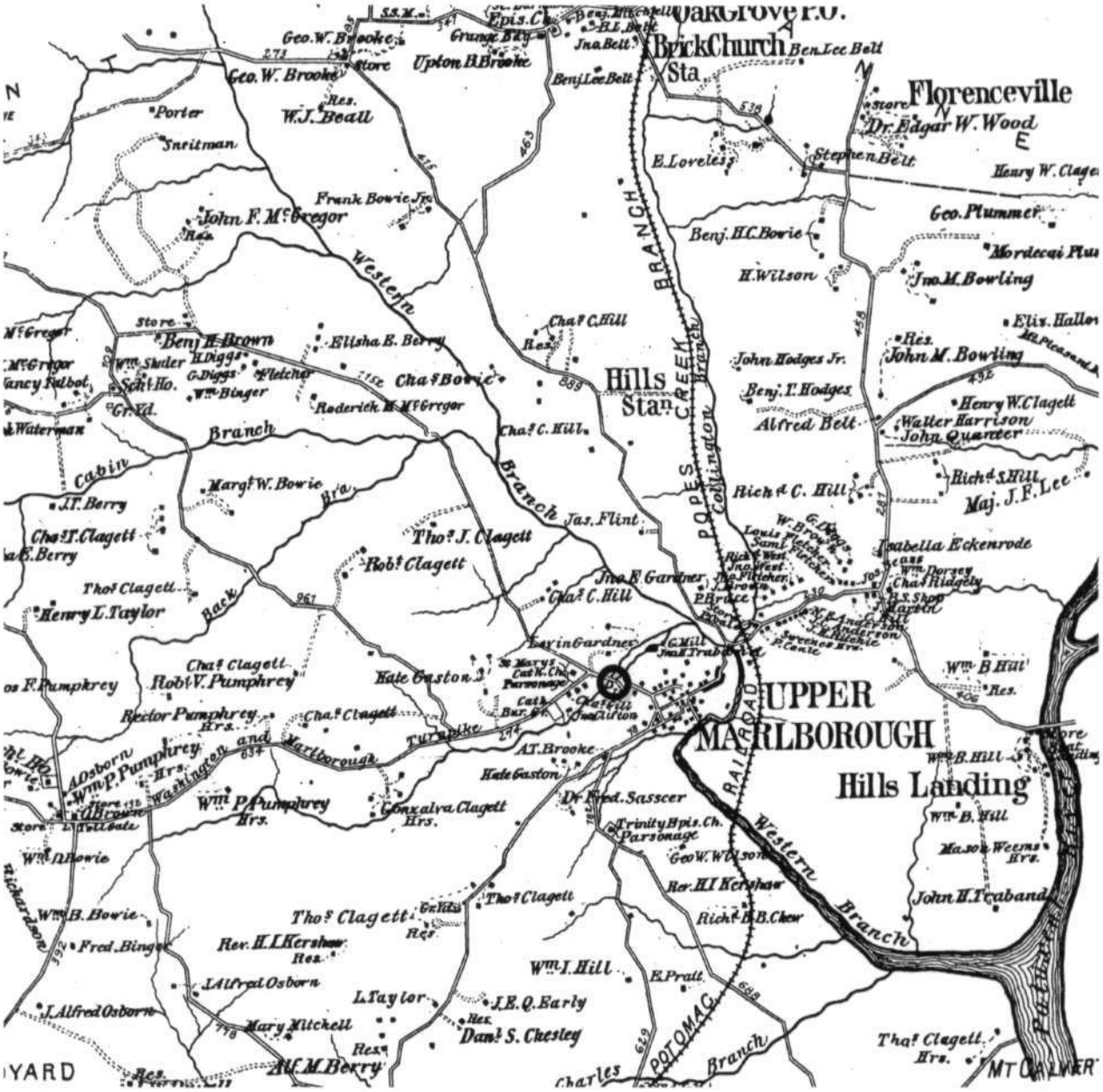
PG:79-70



ATTACHMENT 5
MIHP no. PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch

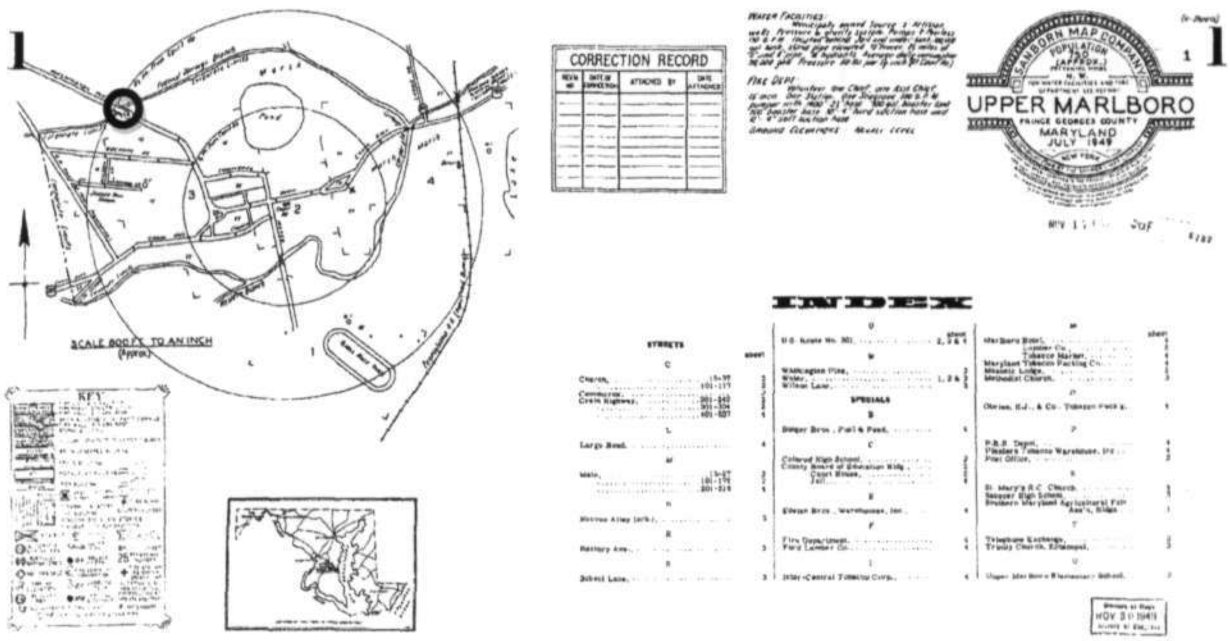
Upper Marlboro, Prince George's County
January 2010
Martenet, 1861

PG:79-70



ATTACHMENT 6	
MIHP no. PG: 79-70	Upper Marlboro, Prince George's County
Bridge No. 16009	January 2010
MD 725 over Federal Spring Branch	Hopkins, 1878

PG: 79-70



ATTACHMENT 7
MIHP no. PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch

Upper Marlboro, Prince George's County
January 2010
USGS, Upper Marlboro Quad, 1993

PG:79-70

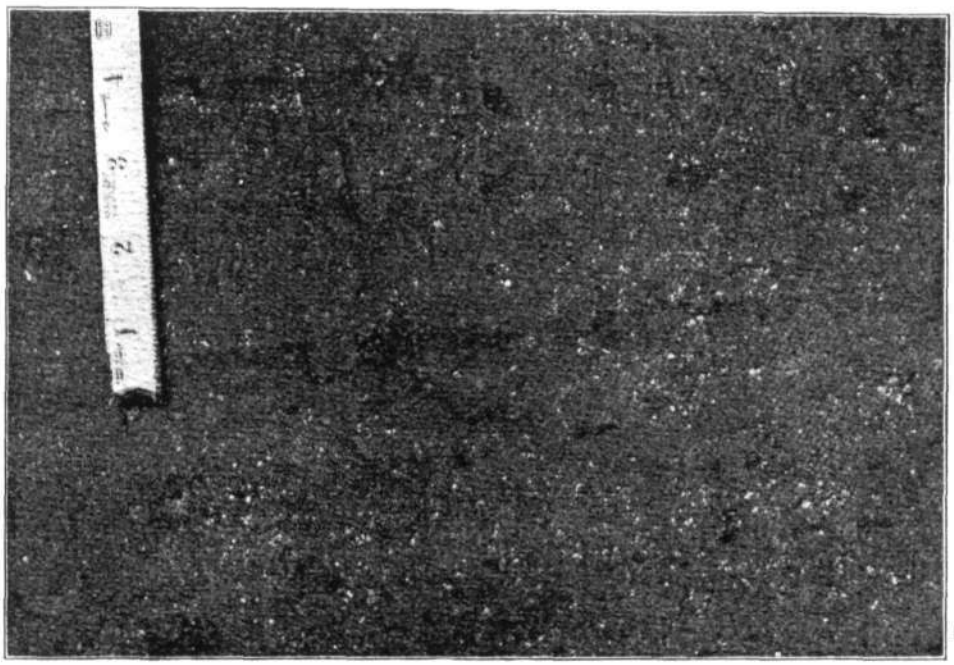


FIG. 2.—CLOSE VIEW OF SURFACE OF ROAD SHOWN IN FIG. 1.

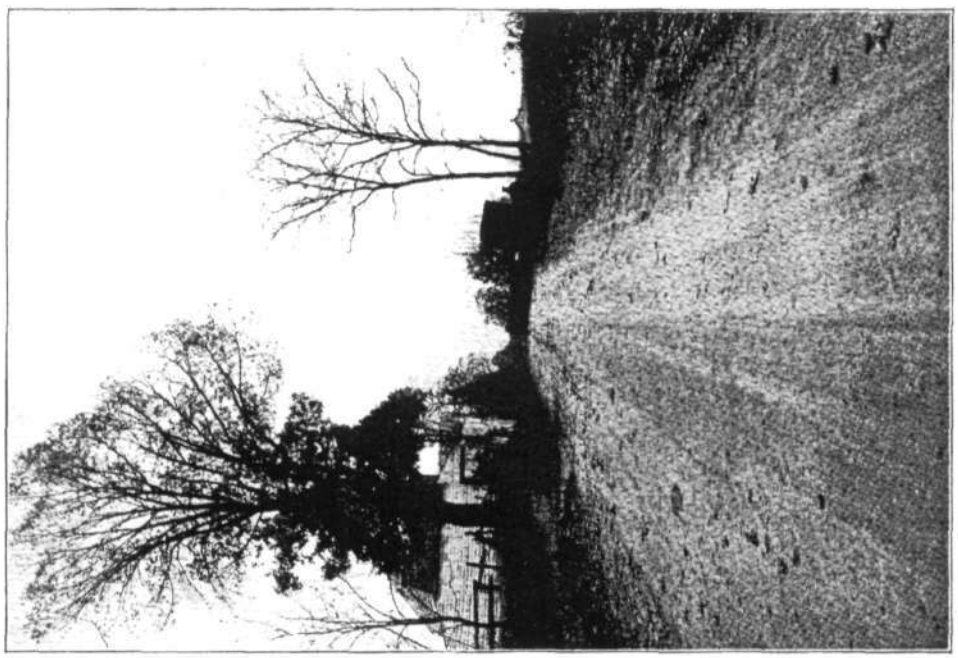


FIG. 1.—SECTION OF WATER-BOUND MACADAM ROAD WITH SURFACE TREATMENT OF ASPHALTIC OIL AND PEA-GRAVEL.

STATE ROAD BETWEEN WASHINGTON AND UPPER MARLBORO, PRINCE GEORGE'S COUNTY.

ATTACHMENT 8
MIHP no. PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch

Upper Marlboro, Prince George's County
January 2010
Maryland SRC, 1930


ADOPT A
NOAH, MOUFFI
AND FAMILY
TEAM
Spring Branch Dr

PG: 79-70

Bridge No 16009

MD 725 over Federal Spring Branch

Prince George's County

M. Hess

April 2005

MD SHPO

MD 725 Eastbound

Photo 1 of 10

PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
South Elevation
Photo 2 of 10

PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
South Parapet
Photo 3 of 10

PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
Southwest Corner
Photo 4 of 10

PG:79-70
Bridge No 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
North Parapet, Facing Northeast
Photo 5 of 10

PG:79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
South Parapet, Facing Southeast
Photo 6 of 10


WELCOME TO
UPPER MARLBORO
1706

PG:79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
North elevation, Facing Southeast
Photo 7 of 10

PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
South Elevation
Photo 8 of 10

PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hess
April 2005

MD SHPO
Northeast Corner
Photo 9 of 10

PG: 79-70
Bridge No. 16009
MD 725 over Federal Spring Branch
Prince George's County
M. Hoss
April 2005

MD SHPO
MD 725 Westbound
Photo 10 of 10

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG: 79-70

Name: MD 725 over Federal Spring Branch

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS: Anne E. Bruder_____ Date: 3 April 2001____

Reviewer, NR Program: Peter E. Kurtze_____ Date: 3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. PG:79-70**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 16009

LOCATION
Road Name and Number: MD 725 over Federal Spring Branch
City/Town: Upper Marlboro _ vicinity
County: Prince George's

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Situated within Maryland's Tidewater physiographic zone, Bridge 16009 carries MD 725 over Federal Spring Branch in eastern Prince George's County. Federal Spring Branch flows southeasterly and meets the northwest-southeast running MD 725 in the town of Upper Marlboro. The area adjacent to the bridge contains residences and a country club.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

The single-span, concrete-beam bridge carries two lanes of traffic across its 37 foot span. Parapet railings enframe the 24 foot wide clear roadway. W-beam guardrails protect the bridge approaches. Concrete abutments and wing walls support the bridge superstructure.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

The exterior concrete girders were repaired in July 1990 with pneumatically applied mortar. In addition, a major portion of the roadway across the bridge has been patched. The bridge was placed on the Special Projects list for replacement in fiscal year 1991, but as of January 1994, the bridge had not been scheduled for replacement.

HISTORY

When Built: 1928
Why Built: Construction of Bridge 16009 may relate to either the State Roads Commission's ongoing effort during the mid-1920s to replace one-lane bridges with wider two-lane spans or the secondary road improvement program.
Who Built: Jarboe-Haughton, Mechanicsville, MD
Who Designed: Unknown
Why Altered: Excessive deterioration.

Was this bridge built as part of an organized bridge building campaign?: Yes

Construction of Bridge 16009 may have occurred as part of the State Roads Commission's (SRC) mid-1920s efforts to widen one-lane bridges with new two-lane spans. Alternatively, the bridge may have been erected as part of the SRC's secondary road improvement program.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

X A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Bridge 16009's construction may relate to broad trends of Maryland's transportation history as a result of its possible association with either the SRC's bridge widening program or its secondary road improvement program undertaken during the 1920s.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, construction of Bridge 16009 did not have a significant impact on the surrounding area's subsequent development or growth.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No. Bridge 16009 is not located within an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No. Research has not indicated Bridge 16009 is a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, Bridge 16009 retains fair integrity of its character defining elements. The bridge's beams and slab, its parapets, and its abutments and wing walls have not been greatly altered by repairs.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the State Roads Commission's bridge building.

Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 16009 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

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Bridge Contract Files. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland
1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930*. Baltimore.

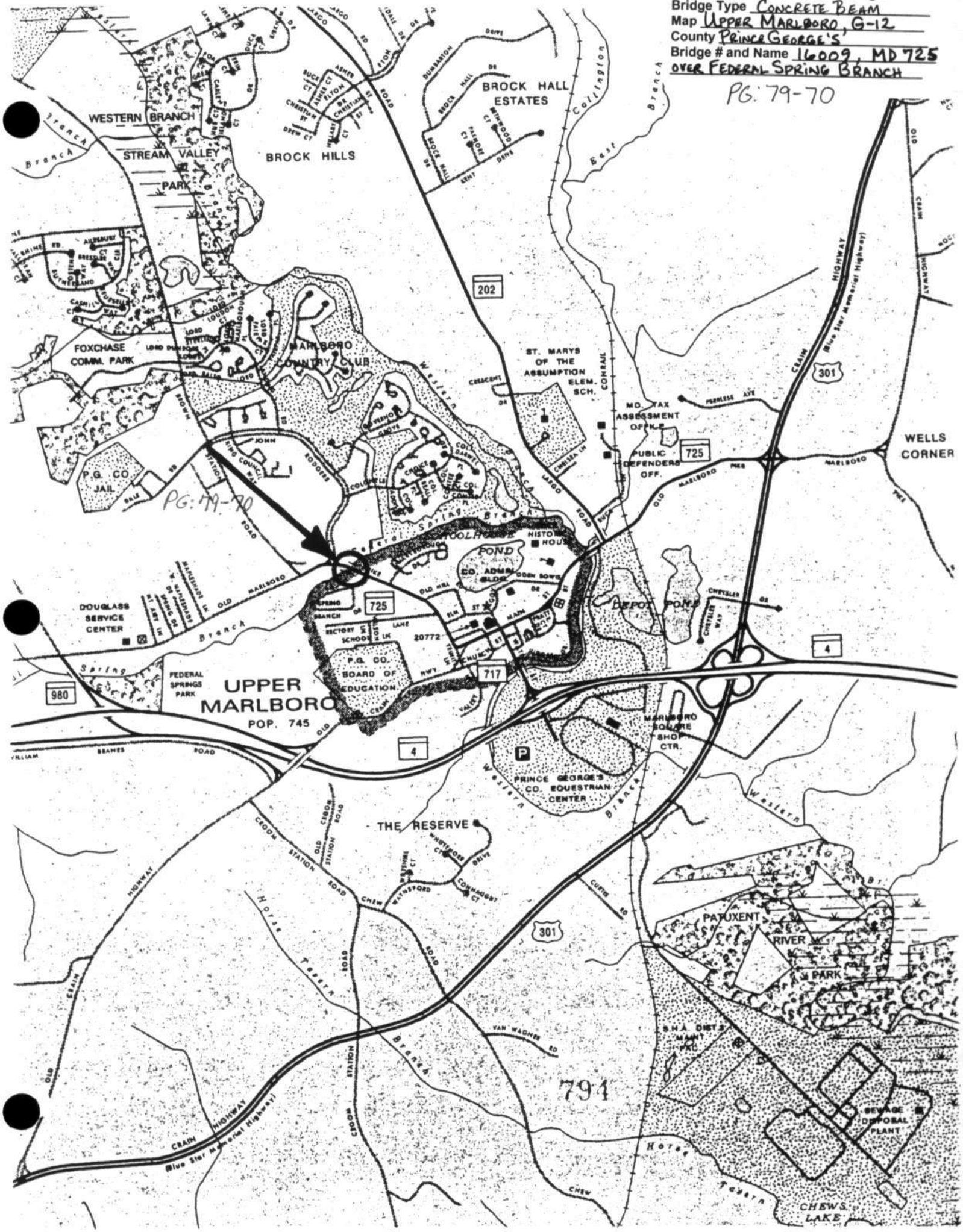
1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map UPPER MARLBORO, G-12
County PRINCE GEORGE'S
Bridge # and Name 16009, MD 725
OVER FEDERAL SPRING BRANCH

PG: 79-70



Inventory # PG:79-70

Name LOOP MD725 OVER FEDERAL SPRING BRANCH
County/State PRINCE GEORGES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number #1 of 4


WELCOME TO
UPPER MARLBORO
SPRING BRANCH DR

Inventory # PG:79-70

Name 16009-MD725 OVER FEDERAL SPRING BRANCH
County/State PRINCE GEORGIES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 20 of 48

Inventory # PG:79-70

Name 16009- MD 725 OVER FEDERAL SPRING BRANCH
County/State PRINCE GEORGES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 4

Inventory # PG:79-70

Name 16009-MD725 OVER FEDERAL SPRING BRANCH
County/State PRINCE GEORGES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 of 4